

Policy Group II - Transportation

DHEC OCRM's Coastal Zone Consistency (CZC) certification review of all activities within the Coastal Zone that require a State permit will be based on the policies contained within project based checklists. For the CZC request to be complete, you must answer the questions contained within the policies segment relative to your project by checking off all that apply. More than one checklist may apply to your project based on the plan proposal. For example, a road or highway project might also require dredging and filling of coastal wetlands.

A) Port Facilities:

Required: Will your proposed port project or port plans...

<p>a) take place in existing industrialized areas where sufficient support facilities are available including public utilities, rail and highway transportation access, and navigational channels which are already maintained or does the project demonstrate feasible alternatives or an overriding public interest and describe how substantial environmental damage can be minimized?</p> <p style="text-align: center;">or is this N/A?</p>
<p>b) occur in areas that have adequate high ground (non-wetland) acreage for proposed development and near-term expansion plans, and related facilities and away from productive salt, brackish or freshwater wetlands or does the project demonstrate that no other feasible alternatives exist or an overriding public interest and any substantial environment damage can be minimized?</p> <p style="text-align: center;">or is this N/A?</p>
<p>c) (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide details of mitigation on an attached document.</p> <p style="text-align: center;">or is this N/A?</p>
<p>d) to the extent feasible, be located on existing channels so that the need for initial and maintenance dredging can be minimized?</p> <p style="text-align: center;">or is this N/A?</p>
<p>e) be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?</p> <p style="text-align: center;">or is this N/A?</p>
<p>f) require maintenance dredging and access to adequate upland (non-wetland) spoil areas, ocean disposal, or other environmentally acceptable alternative disposal techniques to meet the long-</p>

<p>term demands for soil disposal?</p> <p>or is this N/A?</p>
<p>g) provide for the handling of dangerous and volatile cargoes and materials in relatively isolated or restricted areas, so that in the event of accident, measures can be implemented to contain any spills or other contamination with minimal environmental damage and limited threat to the health, safety and welfare of the public?</p> <p>or is this N/A?</p>
<p>h) have wharves, piers, mooring dolphins and other port related structures that do not restrict or block navigation or alter the natural pattern of water currents?</p> <p>or is this N/A?</p>
<p>i) meet existing air and water quality standards, as regulated by the EPA and DHEC?</p> <p>or is this N/A?</p>
<p>j) be sited, constructed and operated in a manner that is consistent with local and State development objectives as set forth in public documents such as comprehensive plans, zoning ordinances and performance standards?</p> <p>or is this N/A?</p>
<p>k) consider the potential of being located near any marina, docks and piers, transportation facilities (especially bridges), cables and pipelines and other relevant activities?</p> <p>or is this N/A?</p>
<p>l) contain plans for any necessary breakwater or other wake protection measures along major navigable ship channels where appropriate in order to reduce erosion damage?</p> <p>or is this N/A?</p>
<p>m) include bulkheads and other type of containment walls associated with port development consistent with the Erosion Control Policies contained in Chapter X of the CZMP?</p> <p>or is this N/A?</p>
<p>n) include dredging and dredge spoil disposal activities associated with port development consistent with the Dredging Policies contained in Chapter VIII of the CZMP?</p> <p>or is this N/A?</p>
<p>o) include piers and dockage consistent with the Marine Related Activities Policies contained in Chapter VI of the CZMP?</p> <p>or is this N/A?</p>
<p>p) include transportation projects associated with port development consistent with the Transportation Policies contained in Chapter II of the CZMP?</p>

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or is this N/A?
q) include manufacturing aspects associated with port development (and related industrial development) consistent with the as stated in the Coastal Industries policies contained in Chapter III of the CZMP?
or is this N/A?

Recommended policies to be considered for port and harbor development projects in the Coastal Zone:

- a. Encouraging comprehensive study of potential secondary impacts of port and harbor development projects;*
- b. Maximizing the use of existing developed port areas, when feasible, before establishing new facilities in relatively undeveloped areas;*
- c. Encouraging the State Ports Authority (SPA) to diversify their activities and areas of concern to include the promotion of sports and commercial fisheries and other marine activities.*

Required:

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

Signature and date

B) Roads and Highways (including bridges and transit facilities)

Required: Will your proposed road and highway project or plans...

<p>a) (bridges and causeways) avoid having a negative impact on navigation, which might restrict port and harbor activities in the area?</p> <p>or is this N/A?</p>
<p>b) be aligned to avoid salt, brackish and freshwater wetlands wherever feasible or allows for bridging of any wetlands and all navigable waterways rather than filling to create roadbeds?</p> <p>or is this N/A?</p>
<p>c) make use of existing fill areas or embankments for widening and improvement projects, wherever feasible, where the median and right-of-way widths are limited to lessen the impact on salt, brackish, and freshwater wetlands?</p> <p>or is this N/A?</p>
<p>d) (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide details of mitigation in the summary section below.</p> <p>or is this N/A?</p>
<p>e) be designed so as not to cause substantial changes in natural waterflow and circulation through salt, brackish or freshwater wetlands or water bodies?</p> <p>or is this N/A?</p>
<p>f) provide adequate clearance for commercial or pleasure craft for bridges over navigable water bodies?</p> <p>or is this N/A?</p>
<p>g) be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage?</p> <p>or is this N/A?</p>
<p>h) minimize direct drainage of roadway runoff into adjacent water bodies by filtering runoff water, such as grass ditching or vegetative buffers during construction and in later maintenance?</p> <p>or is this N/A?</p>
<p>i) include a provision for placement of other utilities, such as cables or transmission lines, in the design of road/highway and bridging projects in to reduce the need for future disruption of adjacent wetlands or waterways?</p>

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or is this N/A?
j) be aligned to avoid salt, brackish and freshwater wetlands wherever feasible, and where applicable must provide bridges, culverts or other means to maintain circulation and water flow for the construction of private roadways for private access while incorporating permeable surfaces such as gravel or shell should be used rather than pavement when practicable?
or is this N/A?
k) include spoil disposal areas associated with a highway project consistent with the Dredging Policies contained in Chapter VIII of the CZMP?
or is this N/A?
l) (for proposed access to previously undeveloped barrier islands) be designed and constructed with only private funds, unless an overwhelming public interest is demonstrated?
or is this N/A?
m) where feasible, accommodate foot paths and fishing catwalks and platforms?
or is this N/A?
n) be a result of cooperative and coordinative efforts between DHEC and SCDOT in the development and implementation of policy and long-term planning in the coastal zone?
or is this N/A?

Recommended policies to be considered for road and highway projects in the Coastal Zone:

- a. Encouraging comprehensive study of the potential for secondary growth inducement from new road and highway construction;*
- b. Study of mass transit alternatives to road or highway construction in urban areas;*
- c. Encouraging project designs and route alignments which consider the impacts on locally-designated "Scenic Highways" and on other aesthetic considerations, for example, enhancement and protection of scenic vistas and preservation of unique tree canopies and other natural areas.*

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C) Airports:

Required: Will your proposed airport project or plans...

a) (for a new airport facility) avoid impacts to salt, brackish or freshwater wetlands to the extent feasible or demonstrate that no feasible alternatives exist or there is an overriding public interest and that any substantial environmental damage can be minimized? or is this N/A?
b) (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide a summary of mitigation details on an attached document. or is this N/A?
c) incorporate best available techniques and methods during the design for the construction and maintenance of the airport to avoid erosion or sedimentation problems and to prevent stormwater runoff from aircraft storage areas, parking lots and support facilities from directly entering and degrading adjacent surface water bodies or underground resources? or is this N/A?
d) demonstrate that you will meet applicable Federal and State air quality and noise control guidelines? or is this N/A?
e) be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage? or is this N/A?

Recommended policies to be considered for airport projects in the Coastal Zone:

- a. Consideration of the existing and planned transportation system or network in the area, for example, relationship to other airports and access to adequate transportation service by other modes;*
- b. Encouragement of joint-use or regional airport facilities where feasible (for example, joint military and civilian airports);*
- c. Compatibility with character and use of the area; local governments are encouraged to develop plans and procedures which maintain appropriate, compatible use areas around existing airports;*
- d. Alignment of approach corridors and corresponding noise zones during airport planning should consider any bird rookeries located in the area.*

Required:

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D) Railways:

Will your proposed railway project or plans...

a) (bridges and causeways) avoid having a negative impact on navigation, which might restrict port and harbor activities in the area? or is this N/A?
b) be located away from salt, brackish or freshwater wetlands to the maximum extent feasible or incorporate bridging rather than filling to create railway beds? or is this N/A?
c) (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. Provide details of mitigation in the summary section below. or is this N/A?
d) be designed so as not to alter natural waterflow or circulation with a bridge or when bridging is not feasible, plan for adequate culverts or other means for water to flow through or under the structure? or is this N/A?
e) provide adequate clearance for commercial or pleasure craft, where appropriate for bridges over navigable water bodies? or is this N/A?
f) include provisions for future placement of utilities, such as cables or transmission lines, in the design to reduce the need for future disruption of adjacent wetlands or waterways? or is this N/A?
g) include techniques to prevent direct drainage of runoff water into adjacent water bodies and stabilization of embankments to minimize erosion and water quality degradation due to sedimentation? or is this N/A?
h) include a mechanism that any future abandoned railroad tracks, bridges and other rights-of-way be reused as transportation or utility corridors or for recreational uses such as fishing piers or bicycle trails? or is this N/A?
i) be a result of a comprehensive evaluation of the need to provide improved access to existing industrialized areas, or to planned or proposed developments suitable for manufacturing sites if

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applicable? or is this N/A?
j) be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage? or is this N/A?

Recommended policies to be considered for railway projects in the Coastal Zone:

- a. Minimizing possible aesthetic impacts from placement of rail lines and bridges;*
- b. Integrating railroad planning and development with other transportation facilities, in order to provide adequate transportation systems; for example, where feasible, new highway bridges might be designed to include railways (especially in urban areas where land is more limited and transportation needs are greatest);*
- c. In floodplain areas railway alignment should parallel the path of water flow, to the extent feasible, in order to minimize disruption of the floodplain ecosystem.*

Required:

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E) Parking Facilities:

Required: Will your proposed parking facility project or plans...

a) avoid the filling or other permanent alteration of productive salt, brackish or freshwater wetlands or demonstrate that no feasible alternatives exist, that the facility is directly associated with a water-dependent activity, any substantial environmental impacts can be minimized, and an overriding public interest can be demonstrated? or is this N/A?
b) (for filling, ditching, clearing, or excavation of wetlands) demonstrate mitigation sites or practices to offset the losses of wetlands consistent with DHEC OCRM Mitigation Guidelines? The types of mitigation include wetland buffers, creation of wetlands, and restoration of existing wetlands, offsite mitigation, and mitigation banking. or is this N/A?
c) is compliant with applicable Federal and State water quality standards specifically those addressing drainage and discharge of storm water runoff? or is this N/A?
d) be consistent with the Priority of Uses of each listed Geographic Areas of Particular Concern (GAPCs) as discussed in the Geographic Areas of Particular Concern (GAPCs) Policies and Priority of Uses document located on the Resources section of the CZC webpage? or is this N/A?

Recommended policies to be considered for parking facilities:

- a. *Use of permeable surface materials such as gravel or shell rather than pavement, where appropriate, with consideration to possible air quality and groundwater impacts;*
- b. *Retaining the maximum possible natural drainage and vegetative cover between parking spaces;*
- c. *Provision of buffer areas around parking areas located adjacent to the critical areas, as visual and storm water runoff buffers.*

Required:

As applicant or agent, having completed all appropriate checklists and having read the applicable policies, I certify that this project is consistent with the South Carolina Coastal Zone Management Program based on the information outlined above and supplemental information attached.

Signature and date